



## INTIMATION

A. S. WATSON & CO.,  
LIMITED.BREWED  
GINGER BEER  
IN STONE BOTTLES.

THE GINGER BEER we supply is prepared in our well known factories from the freshest and best ingredients, and holds the unique position of being the only GINGER BEER in the Colony that is really BREWED.

Of the highest standard of excellence and purity, our GINGER BEER forms a most refreshing and health-giving beverage.

PRICE (in Stone Bottles).....\$1.75.

One Dollar per dozen is allowed for the bottles when received back at our factories in good condition.

A. S. WATSON & CO.  
LIMITED,BREWERS OF GINGER BEER AND  
CARATED WATER  
MANUFACTURERS.

ESTABLISHED A.D. 1841.

actual advantage is claimed for England or British trade which does not equally apply to all, we find from every quarter difficulties being placed in the way, supported by private intrigues which recall the worst time of the peace negotiations after the occupation of Peking. We do not mean to assert that the proposed treaty is free from error, or that discussion of its stipulations is to be deprecated. On the contrary, we are compelled to acknowledge that there are many and grave mistakes which go far to render it useless, if not practically detrimental; and if this were the ground of opposition, or if it offered any hope of freeing the instrument from these defects, and of enabling a really comprehensive scheme to be passed, we should certainly hail the opposition as likely to be helpful in the evolution of some really useful convention, which would prove to be conducive to the interests not only of the Powers, but of China herself.

The United States, for instance, object, it is understood, to the principle of the proposed treaty on the practical ground that whereas their trade is mainly with the northern provinces, which have till recently been free from the curse of the *Iekin* collector, it is now proposed that a system in all respects similar should be there introduced; and that for this they would be subjected to a very definite surtax of seven and a half per cent. Herein, it must be confessed, there is a very substantial reason for disagreement; and the more so that many English merchants hold that in the new treaty Sir JAMES MACKAY has overvalued the concessions made by the Chinese. With some of the other objections we have not the same sympathy, more especially those put forward by France and Russia. The French have, or pretend to have, secured certain rights in the southern provinces in respect to overland trade with which these new clauses are, they say, inconsistent, and as usual the Russians back them up by alleging similar rights in Mongolia and Manchuria. What these are neither is in a position to say; but the whole course of both French and Russian diplomacy in China is unfortunately founded on blind opposition to England, without too careful entering into details. The interest of either as importers is so insignificant that, provided they can render a disservice to England, they are content to stoop to any intrigue however mean, any obstacle however detrimental to the common interest; and as the reactionary party in China is to a man opposed to any scheme having for its object the extirpation of their country from its present slough of despond, there is an abundant opportunity of hitting a back-handed blow. Unfortunately the management of the Maritime Customs has not been blameless, and has afforded a further opening for the reactionaries. One of the principal objects sought in the formation of the Foreign Customs service was that there

should be between the Chinese Government and the foreign merchant a body of upright men independent of politics, who should act impartially in the collection of the revenue, and not interfere in affairs beyond this narrow sphere of duty. By the force of circumstances rather than any settled design of the head of the office came to be an Englishman, but the Office itself never lost its cosmopolitan nature; and the departmental heads came to be filled without any sacrifice of efficiency by men of all or any nationalities indiscriminately, all filled without sacrifice of the original scheme. Equally unfortunately, the conduct of the British Government towards the Inspector-General has throughout been marked by vacillation and weakness; and as a natural result of this the Inspector-General has been almost forced to become first the apologist, and eventually almost the creature of the reactionary party, which in turn has not failed to make him the tool of its further designs on the independence of the provincials. There is little doubt that it was from this source that the first proposal of Sir JAMES MACKAY, to ignore altogether the feelings of the provincial governments, proceeded; and there is also little doubt that much of the provincial suspicion of the ulterior objects of the extension of the power of the Foreign Inspectorate proceeds on the independence of the provinces. On the other hand the jealousy exhibited by the foreign Powers, and more especially by France, Russia, and Germany, proceeds from a much less worthy cause, and is simply an indication of the general continental ill-will that has reduced to a bear garden the grotesquely named "Concert of the Powers."

The offence of England is of course that she alone has conscientiously, if somewhat feebly and inconsistently, attempted to preserve the autonomy of China as a nation, and has not been willing to see the trade which she was the first to build up, and which she opened to the world at large irrespective of all merely private and selfish considerations, utterly ruined, or turned to her own detriment.

One fresh plague case (Chinese), ending fatally, was reported up to noon yesterday.

The N.C. Daily News Tientsin correspondent wired on the 9th August:—  
Merchant here applaud General Sharrett's attitude as regards the New Treaty.

The *Rinaldo* left yesterday for Tytan Bay for firing exercise, and will return on Wednesday evening next, when she will probably leave for Woishaiwei.

At a meeting of the Council of the Royal Colonial Institute last month, Mr. William Keswick, M.F., in the chair, Mr. R. A. Gubay, of Hongkong, was elected a Fellow.

The captain, officers, and ship's company of H.M.S. *Archibald* offered a Cup, called the "Archibald Challenge Cup," to be shot for on the 13th of August each year, and open to all comers in Shanghai.

At Tientsin on the 9th inst. the Haikangtien bell was rung for the first time in honour of the Coronation Celebration. The Military Parade was abandoned owing to the condition of the ground after heavy rain.

The *Mercury's* Chengtu correspondent wrote in the 16th ult.:—British and French gunboats have reached Keiting. The Viceroy is very anxious that they should not come on here. We hear they are going to try.

The time of transit by the Chinese Eastern and Siberian Railways seems to be improving. A book-pocket despatched from Port Arthur on the 10th June was received in London on the 7th ult., which is the fairly good time of 27 days.

The laws of British North Borneo have been so amended that in cases where rebels against the Government of the Territory have been convicted of murder, the sentence shall direct that the convicted person shall be shot till he is dead.

It is now reported from Peking that the temporary retention of H.E. Wu Ting-fang as Chinese Minister to Washington was the work of Viceroy Yuen Shikai, who greatly admires the useful work done by Wu for China since 1900, and is of opinion that his removal at the present juncture from Washington would be detrimental to the Government.

By kind permission of Major Berger and officers, the band of the Hongkong Regiment will play at the Hongkong Hotel to-night from 8 to 9.30 o'clock. Programmes:—

March ..... "Shine, shine, moon" ..... Ranger Overture ..... "Light Cavalry" ..... Suppé Selection ..... "H.M.S. Finisterre" ..... Sullivan Waltz ..... "Belle of New York" ..... Cootie Suite ..... "Faer Gynt" ..... Greig Piccolo Solo "Picaroon" ..... Greene "God Save the King."

The *Nichi Nichi* says that the preliminary investigation in connection with the Japanese budget for the next fiscal year has been finished by the financial authorities. The latter are reported to have suggested several amendments to the proposals originally presented by each Department in connection with the budget. Each Department will now consider the amendments proposed by the financial authorities.

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should be between the Chinese Government and the foreign merchant a body of upright men independent of politics, who should act impartially in the collection of the revenue, and not interfere in affairs beyond this narrow sphere of duty. By the force of circumstances rather than any settled design of the head of the office came to be an Englishman, but the Office itself never lost its cosmopolitan nature; and the departmental heads came to be filled without any sacrifice of efficiency by men of all or any nationalities indiscriminately, all filled without sacrifice of the original scheme. Equally unfortunately, the conduct of the British Government towards the Inspector-General has throughout been marked by vacillation and weakness; and as a natural result of this the Inspector-General has been almost forced to become first the apologist, and eventually almost the creature of the reactionary party, which in turn has not failed to make him the tool of its further designs on the independence of the provinces.

The Tokyo correspondent of the N.C. Daily News telegraphed on the 7th inst.:—In consequence of the violent behaviour of certain Chinese students in forcing an entrance to the Chinese Legation and threatening the Chinese Minister, the Japanese Government decided on deporting two of the leaders named Wu Ching-keng and Sun Kuei-chuan. Whilst proceeding to the railway station, escorted by police, Wu Ching-keng, obtaining permission to alight from his jinrikisha, threw himself into the moat, but was immediately rescued, and was sent the same afternoon by railway to Kobe for embarkation thence for Chiba. A spurious document is now being circulated which, it is falsely alleged, was found upon the person of Wu Ching-keng, and which contains language of somewhat inflammatory nature." A despatch of the 9th inst. adds:—"Apprehensive of the treatment by the Chinese Government of the deported Chinese students, the Japanese Government has instructed the Japanese Consul-General at Shanghai to inform the Chinese Government of the absolutely unpatriotic character of the disturbance at Tokyo, and has desired him to watch over the safety of the deported students."

The attitude of the Press of Japan over King Edward's Coronation is thus described by the Tokyo correspondent of the N.C. Daily News, writing on the 9th inst.:—"All the Japanese journals fill their pages with pictures of King Edward and Queen Alexandra, and with congratulatory odes, while the leading articles are full of the warmest tone of rejoicing at the Coronation, and say that Heaven evidently guards England, since a threatened calamity is speedily averted. The native papers declare that the development of Great Britain's greatness commenced in the reign of Elizabeth, and reached its first climax in the reign of Queen Victoria, and will assuredly reach still higher under King Edward's sway, as already his short reign is marked by three great historical events: firstly, the unification of the British Empire, covering a quarter of the habitable globe; secondly, the restoration of peace in South Africa; and thirdly, the Anglo-Japanese Alliance, which they all say may expand and endure. The Native Press considers the postponement of the Coronation fortunate in one sense, since delay dispelled apprehensions concerning the safety of the South African arrangement, and they believe King Edward's reign will be memorable in history for peaceful triumphs, whereas an earnest has already been afforded."

Immense swarms of locusts have appeared between Kiangyin and Chinkiang, doing great harm to the rice-fields.

The following appointment has been made at the Admiralty:—Commander O. de B. Brock, to the *Abisko*, to date July 21st.

The Russian Government has decided to relieve the pressure on the Siberian Railway by constructing a branch line from Omsk to Tiumen.

The first personal friend of King Edward who was admitted to his presence after the recent operation was the Marquis de Seveal, Portuguese Minister in London, who visited His Majesty on board the *Victoria and Albert*.

The King gave the Japanese men-of-war men, who are visiting England in connection with the Coronation, permission to visit Windsor Castle on three successive days last month. The sailors, together with their officers, number about 1,200.

Sir William Bisset, who recently visited Japan on behalf of a group of British capitalists, has returned to England, having concluded his investigations in Japan. His mission was in connection with possible loans to Japanese railways.

The U.S. transport *Buffalo* was expected at Woolong any time between the 15th and 18th instant. She brings out some 259 men, with a complement of officers for the Eastern Stations, and will proceed home again immediately with a corresponding number of discharged men.

Lieutenant J. B. Arbuthnott, of the 3rd Scots Guards, has been appointed A.D.C. to Sir H.A. Blake, and will, we believe, accompany him on the *Empress of India*, here early next week. Sir Henry with Lady and Miss Blake left Liverpool for Canada on the 19th ult. by the s.s. *New England*.

H.E. Chou Fu, who was Provincial Treasurer of Chihli, and an assistant of the late Marquis Li Hung-chang during the peace negotiations with the Powers in Peking, arrived in Chihli, the capital of Shantung province, from Peking on the 8th inst., and took over his seals of office on Saturday, the 9th instant, from Governor Chang Jen-chun, who is transferred to Shensi.

A telegram dated Berlin, 9th August, says:—"It is absolutely certain that Siam will not be supported by any European Power against France, as far as the latter can claim treaty rights. All Powers, including Great Britain, will remain neutral." Much depends on what neutrality means here. It does not, we presume, imply that France is to make her own interpretation of treaty rights.

The Rome correspondent of the *Times* on the 17th ult. brought a most serious and extraordinary charge against some unknown English diplomatist of high rank. He said that Lord Curzon had been informed by the Italian Foreign Minister that attacks upon him in "more than one Italian and foreign journal" had been inspired by "a personage in London who desired the Ambassadorial post in Rome."

The *Ostasiatische Lloyd* understands that Rear Admiral von Ablefeldt, second in command of the German cruiser squadron, has been appointed to be naval administrative officer, and will leave for home about the middle of this month. Rear Admiral Count Bandisin, till now commander of the yacht *Hohenzollern*, has been appointed second in command of the cruiser squadron, and will be succeeded by Commander von Usedom.

A Sheffield firm, says the *Sheffield Independent*, has received from the Japanese Government an order for a complete armour-plate mill. The plant comprises a 48-in. armour-plate mill, with a three-cylinder reversing engine developing 12,000 horse power. The pressure exerted between the rolls will be about 5,000 tons. A mill of this power, besides being suitable for armour-plate work, can also be used for rolling plates of such thickness as are required for boilers, girders, and shipwork.

The Shanghai Cricket Club on the 9th inst. got up a match between teams called "Great Britain" and "Greater Britain"—a title which, as the N.C. Daily News report says, was somewhat absurd, as more than half of the winning side were born in Shanghai or Japan, neither of which places are in any sense of the word British possessions. Greater Britain scored 125 for 7 wickets (G. F. and O. V. Lanigan 29 each) and then dismissed their opponents for 57. K. J. McDowell securing 6 wickets for 27 runs.

The commanders of four ships of the German East Asiatic cruiser squadron will be relieved next autumn, namely Commanders Paschen from the *Hans*, von Semmern from the *Thetis*, Jacobson from the *Schwalbe*, and Stahmer from the *Litt*. Capt. von Semmern has been appointed commander of the *Hans*, whilst Captains Dick, Wilbrandt, and Count von Platen zu Hallemund have been appointed commanders of the *Thetis*, *Schwalbe*, and *Litt* respectively. Capt. Jacobson will assume command of the coast artillery forces in Kiaochow, whilst Capt. Paschen and Stahmer are at the disposition of the admiral in command of the Baltic naval station.

THE CORONATION SUPPLEMENT.

Copies of the Special Illustrated Coronation Supplement to the *Daily Press* are now on sale, though but few are left. The cost of postage to Europe is 8 cents a copy, and copies may be sent either by day mail or the German mail leaving on Wednesday next. A second edition is in course of preparation.

## TELEGRAMS.

## "DAILY PRESS" SERVICE.

## FAR EASTERN AFFAIRS.

## [FROM OUR SPECIAL CORRESPONDENT.]

LONDON, 15th August, 10.5 a.m.

## TERRIBLE CHOLERA EPIDEMIC

## IN MANCHURIA.

An Odessa telegram reports a widespread and virulent epidemic of cholera in Manchuria and says that along a considerable section of the railway men are deserting their posts, while the Chinese are dying like flies. In the neighbourhood of Harbin whole villages have been deserted.

## GENERAL NEWS.

## [FROM OUR SPECIAL CORRESPONDENT.]

SHANGHAI, 15th August, 10.5 a.m.

## ANOTHER U.S. EXPANSION STORY.

The *New York Sun* states that the United States are considering the desirability of annexing Hayti and San Domingo.

## REUTER'S SERVICE.

LONDON, 15th August.

## FIGHTING IN VENEZUELA.

The Venezuelan insurgents have captured and sacked the town of Barcelona after six days hard fighting. The killed on both sides are given as eight generals, twenty-three colonels, and one hundred and sixty-seven men. The American, Dutch, and Italian consulates were located.

## ANOTHER RUSSIAN GOVERNOR SHOT.

An outrage took place yesterday evening at Khackoff, Southern Russia, four shots being fired at the Governor, Prince Obolenski, wounding him in the neck. The culprit was arrested.

LONDON, 16th August.

## THE NEW CABINET.

The following, in addition to the appointments already notified, form the new Cabinet under Mr. Balfour's ministry:—

Earl of Halsbury—Lord High Chancellor.

Duke of Devonshire—Lord President of Council.

Marquess of Lansdowne—Secretary of State, Foreign Department.

Mr. Joseph Chamberlain—Secretary of State, Colonial Department.

Hon. St. John Brodrick—Secretary of State, War Department.

Lord George Hamilton—Secretary of State, India Department.

Earl of Selborne—First Lord of the Admiralty.

Lord Ashbourne—Lord Chancellor of Ireland.

Mr. George Wyndham—Chief Secretary for Ireland.

Lord Balfour of Burleigh—Secretary for Scotland.

Mr. Gerald William Balfour—President, Board of Trade.

Mr. Walter Hume Long—President, Local Government Board.

Mr. Robert W. Hanbury—President, Board of Agriculture.

## LATE PETTY OFFICER GROUNDS.

The Naval and Military Record in its issue of the 17th ult. writes:—"In a letter received by the last mail from the China station mention is made of an interesting incident that occurred not long before the death of Petty Officer Grounds, who according to Mr. Arnold Forster, was not the best shot in the navy, but who, according to the official returns, did occupy the pride of place. But that has nothing to do with the story. After the Admiralty had given a negative answer to Mr. Kearley's suggestion that they should specially reward Grounds, Mr. Arnold White raised a subscription, and a cheque was forwarded to the crack gunner, who gratefully returned it on the plea that he was afraid its acceptance would not be approved by the Admiralty. Grounds was the devoted son of his parents, who live in Birmingham, and had accepted the present he would most likely have sent it home; and probably his wishes, which he could not himself fulfil, have by this time been realised. However good may be the intentions actuating so warm an enthusiasm as that of Mr. Kearley, Grounds was the devoted son of his parents, who live in Birmingham, and had accepted the present he would most likely have sent it home; and probably his wishes, which he could not himself fulfil, have by this time been realised. However good may be the intentions actuating so warm an enthusiasm as that of Mr. Kearley, Grounds was the devoted son of his parents, who live in Birmingham, and had accepted the present he would most likely have sent it home; and probably his wishes, which he could not himself fulfil, have by this time been realised. However good may be the intentions actuating so warm an enthusiasm as that of Mr. Kearley, Grounds was the devoted son of his parents, who live in Birmingham, and had accepted the present he would most likely have sent it home; and probably his wishes, which he could not himself fulfil, have by this time been realised. However good may be the intentions actuating so warm an enthusiasm as that of Mr. Kearley, Grounds was the devoted son of his parents, who live in Birmingham, and had accepted the present he would most likely have sent it home; and probably his wishes, which he could not himself fulfil, have by this time been realised. However good may be the intentions actuating so warm an enthusiasm as that of Mr. Kearley, Grounds was the devoted son of his parents, who live in Birmingham, and had accepted the present he would most likely have sent it home; and probably his wishes, which he could not himself fulfil, have by this time been realised. However good may be the intentions actuating so warm an enthusiasm as that of Mr. Kearley, Grounds was the devoted son of his parents, who live in Birmingham, and had accepted the present he would most likely have sent it home; and probably his wishes, which he could not himself fulfil, have by this time been realised. However good may be the intentions actuating so warm an enthusiasm as that of Mr. Kearley, Grounds was

## CORRESPONDENCE.

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE HONGKONG & WHAMPOA DOCK CO.

TO THE EDITOR OF THE "DAILY PRESS,"  
Hongkong, 16th August.

Sir.—That great philosopher of the age, Herbert Spencer, has, in a recent work, laid down the following maxim: "Do not suppose things are going right till it is proved they are going wrong, but rather suppose they are going wrong till it is proved they are going right."

With this maxim before us, let us see how it affects the position of the shareholders in the Hongkong & Whampoa Dock Co. in regard to the proposal for a new dock soon to be submitted to an extraordinary meeting. The reasons advanced by the advocates of this scheme are firstly, that it is necessary that one should always be "abreast of the times," that is to say, to possess a bigger dock capable of taking in larger vessels, which may come our way when such vessels are built, as also, to serve as an adjunct to our present dock accommodation, in the event of that being fully occupied. The second reason advanced is that we should prepare to meet the powerful opposition of our neighbours.

Before discussing the merits or demerits of the reasons stated above, the principal point to be considered is what the undertaking is likely to cost us. If we accept the estimate given by fairly reliable authorities, the total cost will not fall short of four million dollars.

As, however, estimates are proverbially unreliable, and generally err on the wrong side, another million may fairly be added to the figures already given, bringing the total outlay in round figures to five millions. On this basis then we shall have to make an extra revenue on the following scale:

6 per cent. interest on five millions	\$300,000
16 per cent. depreciation	\$00,000
	81,000

The last figure may appear somewhat exaggerated, but when it is considered that our present docks with all the tremendous improvements effected in them during so many years need 16 per cent. allowance for depreciation (wide directors' report for last half year of 1901 and first of this year) surely the new dock at its inception would require at least an equal amount of trimming down in its book value. It is thus seen, that this pit scheme requires \$1,100,000 a year to just barely keep up. Will the new dock make this amount by itself?

Going into the question of providing larger accommodation for big vessels that are likely to be built in the future, we must not forget that the object of the great "shipping combine" is to expressly put a stop to that ruinous competition of building larger and larger ships, which had hitherto prevailed among the steamship lines of the Atlantic. For the present therefore, the limit in size has been reached, at all events for some time. That being so, our present Kowloon dock seems amply big for all practical purposes. By only lengthening the No. 1 dock, we shall able to accommodate the very largest mercantile steamers afloat.

As to having the new dock serve as an adjunct, I need only point out what the directors themselves have to say on this head to show how absurd it would be to carry out any extension of our present accommodation. In their last report, the directors particularly point out that the first half of 1901 was exceptionally good and that we may take our present scale of work as our proper basis. Now it is not unreasonable to ask, during that period of fat king, on how many occasions were our docks employed to their fullest capacity? We might also go further and say, granting that they were so full, was it at any time necessary to reject work, and how often? As far as I know, they were never so full that they could not have accepted further work, even when through someone's blunder the *Munchies* was allowed to slip through our hands. It would, however, be the height of folly to take as an example an exceptional half year—a half year we are told we may never see again. Our sound business principles—the mode usually adopted for future guidance—is to take an average period, and such a period has been the one which has just come to a close. Accepting this period as our guide, who but a lunatic would propose a vast outlay for more extensive accommodation, knowing, as he must know, that during the whole of the period we have taken as our guide, our docks were almost half empty? But stay, we have as yet been reckoning without one host. We have to far viewed our chances while still in the possession of a clear field. What about the opposition? An opposition, be it remembered, not hypothetical or forming, or threatened, but an accomplished fact, right under our very nose. If then, having no opposition to contend with and with a practical monopoly of docking, we can barely keep our docks half full, what amount of work, or rather what portion of our present work, are we to expect, when that powerful opposition, now slowly but surely raising its head, actually commences operations? Under such conditions, it would be sheer madness, not less than suicidal, to carry through the scheme contemplated, and one is forced to the conclusion that its advocates must be blind. No, I repeat, our opportunity for building a new dock has long passed. Time was when it would have been considered a sound policy, but in the face of two powerful opponents, can there be two opinions?

There now remains the general principle that it is consistent with sound business principles to be "abreast of the times." True but to be abreast of the times, everything depends on circumstances. As far as our project is concerned, circumstances have altered since it was

first mooted. Times change and projects must change with them.

Witness recently a local shipping company, which launched out in an ambitious scheme of increasing both its capital and tonnage, rather slow at all warning, and which had hitherto done extremely well, but now finds itself in a deuce of a quandary, and is floundering in deeper mud.

It will probably be argued that if the scheme is so extremely unsuitable, how is it that it possesses some strong advocates? The snow is self-evident. There are some shareholders who have special interests, and would undoubtedly derive benefit were the scheme proceeded with such, for instance, as those who could supply materials for building purposes, &c.

One important factor in connection with the opposition I had almost forgotten to mention. So far, we have only touched that question in its bearing on the amount of work that may be lost to us, but were we to increase our capital to the enormous extent proposed, we should be compelled to make a regular fight with our opponents, in which case there will be a cut-throat competition for a few years, involving a frittering away of a vast amount of British capital until one or both sides are landed in a bankruptcy court.

Against such cut-throat work the *Times* in a leading article on the "shipping combine" dwelt specially on the advantages gained by that combination, because it becomes the means of saving British capital from being frittered away in useless competition. We have thus the warning of an undivided authority before us, which we should certainly take to heart.

However, putting aside all that has been said, in any scheme that is set before the shareholders, it is most important that the interests of those widows or orphans, whose all in all is invested in these shares, should be carefully guarded. This poor class can not afford to have their sole means of subsistence tampered about in the uncertain seas of combined speculation or manipulation.

Other arguments can be produced ad infinitum, but I have already trespassed too much on your valuable space. I will sum up in one word, I would respectfully urge upon the general body of shareholders that when the scheme is laid before them for discussion they should insist upon receiving absolute and positive assurance that the proposed new dock shall not, nor at any future time, constitute a burden on the resources or revenue of the present establishment; that it must stand by itself and be capable of paying its own way. These conditions are demanded by the merest common prudence. "Si quid agas prudenter agas, et sperne fides" says an ancient Latin maxim, and it holds good still. How long would a business man last were he to act otherwise than with prudence? Let me profit by the experience of others. The case of the local S.S. Company I have already referred to above, but it cannot be too often repeated, as a warning. This Company, in embarking in a most enviable position as the result of thoughtless expansion now finds itself in a life-and-death struggle, while its shareholders, despairing about getting any dividend, know not from day to day when they have to put up their shutters.

The road we should follow seems clearly indicated. After years of nursing and the expenditure of vast sums, our establishment, thanks to a very hard-working staff, who fully deserved every cent of pay or bonus they received, has been brought up to a pitch of perfection which answers every reasonable call that is likely to be made on it. Let well enough alone, and tinker not with any Utopian schemes. We cannot go wrong in following the ripe and sage advice of the great Herbert Spencer, which I again quote:

"Do not suppose things are going right till it is proved they are going wrong, but rather suppose they are going wrong till it is proved they are going right." Yours, etc.,  
SHAREHOLDER.

## REWARD FOR BRAVERY.

We understand that on the recommendation of H.E. the Officer Administering the Government, Police Constable 23, Counsell, is to be awarded the Belifio Medal for saving life in the harbour during the typhoon on the 19th ult. The circumstances were reported by us at the time, and we as follows:—At 1 a.m. on the day mentioned a junk in Yau Ma Tei bay was seen to be in distress. No means were at hand to rescue the unfortunate occupants, five in number, and it seemed that all hope for them was gone when Constable Counsell, carrying a life-line, entered the water, and, swimming as near as possible to the junk, threw the line aboard. By this means the lives of the five people were saved. It was extremely dark at the time and the heavy sea and wreckage tossing about on the waves made Constable Counsell's task an exceedingly dangerous one. The immersion brought on an attack of cramp, and Counsell had to go to hospital. He is the man who recently dived into the water after three thieves who were escaping in their sampan and who finally took to the water one of them, it may be remembered, was captured after a struggle. We are glad that Constable Counsell's bravery is not to pass unrewarded.

## CHURCH SERVICES.

## ST. JOHN'S CATHEDRAL.

17th August, 12th Sunday after Trinity  
Matins. (11 a.m.)

Responses, Ferial; Venite, Credo; Psalms, Smith, Wallace and Kimball; Te Deum, Hayes, Russell and Stainer; Benedic, Garrett in G. Hyams, 4 and 164; Kyrie, Garrett in D flat; Offertory, Hyams, 38.

Evening (5.30 p.m.).

Responses, Ferial; Psalms, Hayes, Woodward and Monk; Magnificat, Smart in G; Nunc Dimitit, Kelway in D (3rd M.); Hyams, 203, and 223; Vesper Hymn, Ward (3).

## POLICE COURT.

Friday, 16th August.

BEFORE MR. F. A. HAZELAND (POLICE MAGISTRATE).

## TURNING THE TABLES.

A hawk who was fined \$2 for obstructing charged the Lukong, who arrested him with assault. He told the magistrate that the constable caught him by the queue and slapped his face.

This evidence was corroborated by Abdul Samad, fourth clerk at the magistracy, and the hawk was fined \$3.

## THEFT OF A PASSAGE-TICKET.

On Tuesday last, as already reported, a Cantonese was coming out of the Harbour Office carrying in his hand a passage-ticket which he had just taken out for Singapore by the steamer *New Song*, when a street urchin, native, snatched the ticket from him and passed it in a twinkling to a confederate, who bolted. The first man was caught by the duped constable, who held on to him until a policeman came along. The case came up on remand, and the thief was sentenced to one month's hard labour.

## EXCESS PASSENGERS.

P.C. Counsell charged the master of the steam launch *Wu On* with carrying 49 passengers in excess of the number allowed by his licence. Altogether there were on board 190 people. The defendant, who pleaded guilty, said he could not prevent the over-crowding, was fined \$50.

He was fined \$15 on a second charge of not having his licence on a conspicuous place on the launch.

BEFORE MR. J. H. KEMP (ACTING POLICE MAGISTRATE).

## ASSAULT BY A LUKONG.

Chinese constable 365 was charged on remand with assaulting a private ricksha-coolie. He denied having done so.

The evidence showed that the defendant stopped the complainant in the street and asked him to produce his ricksha-licence. The complainant explained that he was in private employment, and consequently had no licence. Then the defendant, for apparently no reason whatever, struck the complainant and afterwards took him to the police station, probably to give colour to his action in striking the constable, as the assault had been witnessed by an European and a Chinaman, both of whom later gave evidence to that effect. At the station the Lukong wanted to charge the coolie with having no licence, but the sergeant on duty refused to take it, and instead placed 365's name and number on the sheet.

He was subsequently discharged with a caution.

## HEAVY FINE.

Two Chinese were fined \$100 each or 14 days' hard labour for being in unlawful possession of twelve piculs of Japanese coal, value \$1.

## INCORRIGIBLE.

Allen Gardner, a Canadian, was sent to prison for two months with hard labour for failing to return to the house of detention, which he had left ostensibly to look for a job. He was committed as a vagrant on 17th June last, and twice before the present occasion had been imprisoned for not returning at sunset to the house of detention.

JOINT STOCK SHARES.

Two Chinese were fined \$100 each or 14 days' hard labour for being in unlawful possession of twelve piculs of Japanese coal, value \$1.

Mr. Vernon and Smyth say in their weekly share report, dated Hongkong, 15th August.—There has been more general enquiry in our market during the interval and review of some of our principal stocks have improved in marketable value. Business, however, continues restricted, owing to the disinclination of holders to sell, except under pressure.

BANKS.—Hongkong and Shanghai have ruled quiet during the greater part of the week and sales at \$6021 and \$605 are reported. At the close, shares can be obtained at \$610, with some buyers at \$607. London is unchanged at \$63. Nationals can be procured at \$27.

MARINE INSURANCES.—Union continue in request at \$350. China Traders are reported sold at \$37 and are wanted. North Chinas have been placed at Tls. 18724. Yangtzees continue on offer at \$130. Cantons have sold and are in further request at \$160.

FIRE INSURANCES.—Hongkong are wanted, and sales at \$163, \$166 and \$167 are reported, the market closing with buyers at \$165.

SHIPPING.—Hongkong, Canton and Macao sales at \$37, and are now offering at \$36. Indo-Chinas continue steady with buyers at \$32. China and Manila can be procured at \$32; and Douglass at \$43. Sibell Transport have again changed hands at £1.12s. od. Star Ferries are procurable at quotations.

REFINERY.—China Sugars have improved and sales at \$163, \$166 and \$167 are reported, the market closing with buyers at \$165.

Mining.—Jelobon have improved to \$1 buyers. Raubs are weaker with sellers at \$7. Panjons and Charbonnages are unchanged.

DOCKS, WHARF AND GODOWNS.—Hongkong and Whampoa Docks have sold at gradually rising rates to \$205, at which more shares can be placed. Hongkong and Kowloon Wharves have sold at \$39 and are in further request at \$40.

LANDS, HOTELS AND BUILDINGS.—Hongkong Land Investments have been sold at \$163, \$165 and \$170 and are in demand at \$165. Kowloon Land and West Pointear unchanged. Hampshire Estates have sold at \$112. Hongkong Hotels are quiet at \$135, with sellers, and Oriental Hotels at \$45 sellers.

COTTON MILLS.—There are no changes to report under this head.

MISCELLANEOUS.—Green Island Cements have sold at \$20, and can be placed at this figure. China Borrows have changed hands at the reduced rate of \$19. Fawhicks have sold at \$48. China Providents have again been doing at \$10. Watkins have improved to \$7 buyers. Tobacco Trust are offering at \$45.

MEMOS.—Hongkong and Shanghai Banking Corporation, ordinary half-yearly meeting on morrow, 16th instant. Hongkong and Whampoa Dock Co., Ltd., ordinary half-yearly meeting on the 18th instant.

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JOHNNY, asked his mother, "have you said your prayer to-night?" "No, I haven't, and I didn't say 'em last night, either, and I ain't going to say 'em to-morrow night, and then if nothing don't catch me, I ain't going to say 'em any more at all."

## LATE TELEGRAMS.

## CHANGHAI TIMES SERVICE.

## THE CORONATION.

London, 8th August.

His Majesty's gift for saying and doing that which appeals to the public heart at the right time, serves the King on the eve of Coronation, when he has endeared himself afresh to the people, through an expression of thanks for their devoted interest in his welfare. The message issued to-day says that he is most anxious to assure them of his heartfelt appreciation of the evidences of deep and widespread sympathy for him when his life was in imminent danger. He offers his most profound gratitude to Divine Providence that his life has been preserved, and he entreats that the prayers of the people be joined with his own, that he be given strength to discharge the important duties that will devolve upon him as Sovereign of a Great Empire.

All London has heard the message, and loves the King for it more than ever. Holiday crowds throng the streets, which are in gala dress, cheering the King, and bubbling with enthusiasm over to-morrow's event. Official assurances respecting the King leave no doubt that his infirmity has been sufficiently repaired to warrant confident expectation that his strength will prove equal to to-morrow's demands. If the brightening skies make good their promise of clear weather, the pageant will be one of rare brilliancy.

—AND AFTER.

London, 10th August.

Edward VII and Queen Alexandra were installed in Westminster Abbey shortly after noon yesterday, in a scene of great splendour and with impressive ceremony. Never in the memory of anyone living had that edifice been so gorgeously arrayed. Its appointments befit the regal occasion which added another event of transcendent importance to its historic list.

Efforts to which the Committee of Arrangements had long applied itself to less the ordinal of the ceremony by curtailing it, were not ineffectual; but in spite of them the Coronation occupied more than two hours, and it proved so trying that the aged Primate, the Archbishop of Canterbury, faltered as he placed the Crown on His Majesty's head, overcome by his emotions. He would have fainted had not attendants caught him and carried him aside, where he rallied under the administration of restoratives and was able to resume his functions and crown the Queen.

Fear that the King's strength might yield to the excitement and fatigue of the occasion were happily dissipated. He bore himself throughout not only with the dignity that distinguished him, but with every appearance of robust health. Neither in face nor carriage did he show a trace of illness. The multitude saw him at close range and can testify that he looked well, and the royal and other distinguished participants and spectators at Westminster Abbey manifested the most agreeable surprise when they saw him able to carry himself to the end of the ceremony seemingly without fatigue. The Queen appeared rarely beautiful.

It was eleven o'clock when His Majesty set out from Buckingham Palace. The procession to Westminster Abbey occupied fifteen minutes. There were throngs of people along the way, shouting with enthusiasm, good-humoured and well dressed. Even in the streets, away from any possible chance to see the procession, the crowd had stirred themselves in their best, until it looked as if the commonplace had taken leave of London. During the long proceedings at Westminster Abbey, the spectators along the way diverted themselves with cheering and patriotic songs. They still had abundance of lung-power left to cheer the procession both ways, honouring next after Their Majesties the heroes of the Boer war. There was a tremendous ovation for His Majesty's nurses when they reached Westminster Abbey. Automobiles figured as a conspicuous feature in Westminster arrivals. Gen. Henry Trotter, who commanded the troops, rode in one. On the Mall two royal carriages collided, and Lord Edward Pelham Blaikie was slightly hurt.

The exact time of the Coronation of His Majesty was 12.21 o'clock.

King's weather retrieved itself after having dallied with British patience for a season, and gave a smiling sky for the Coronation.

SOUTH AFRICA.

## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Bidding, &c., should be addressed to THE MANAGERS.

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## NEW ADVERTISEMENTS

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FOH SHANGHAI.

(Taking Cargo at through rates to TSINGTAU, CHINKiang and HANKOW.)

THE Steamship

"LYEEMON."

Captain Th. Lehmann, will be despatched for the above port TO-DAY, the 16th inst., at 4 P.M.

This Steamer has superior accommodation for First and Second Class Passengers.

For Freight or Passage, apply to SIEMENS & CO.

Agents.

Hongkong, 15th August, 1902. [2200]

## NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"PAREMAMMA,"

FROM BOMBAY, COLOMBO, AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out by Mark by Marks, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo—

From London, &c., ex s.s. Hindoo.

From Australia, ex s.s. Ocean.

From Persian Gulf, ex s.s. Pemba and Almeida.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M. TO-DAY, the 15th inst.

Goods not cleared by the 21st inst., at 4 P.M., will be subject to reut.

No Fire Insurance will be effected by me in any case whatsoever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company, who will survey Goods at 11 A.M. on Tuesdays and Fridays. Certificates of damage must be obtained within ten days of the vessel's arrival here, after which no claim will be recognised.

E. A. HEWEITT,

Superintendent.

Hongkong, 15th August, 1902. [2201]

## NOTICE.

"ERNSTFOOT," UPPER RICHMOND ROAD.

Apply to—

DEACON & HASTINGS,

19, Queen's Road. [2203]

HONGKONG HOTEL COMPANY, LIMITED.

## NOTICE.

THE ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS will be held at the COMPANY'S HOTEL, on WEDNESDAY, the 27th AUGUST, 1902, at NOON, for the purpose of receiving a Statement of Accounts of the Company to the 30th June, 1902, and the Report of the Directors, and to discuss any matter that may be competently brought before the Meeting.

The TRANSFER BOOKS of the Company will be CLOSED from the 21st to the 27th August, both days inclusive.

By Order of the Board;

C. MOONEY,

Secretary.

Hongkong, 16th August, 1902. [2201]

## JUST OPENED.

BEST ASSORTED CHOCOLATE CREAMS, ALMONDS, MACAROONS, BISCUITS, VANILLA, MILK, and COFFEE, CHOCOLATE in PACKETS.

Also

PASCALL'S GOLDEN MALT EX BELLINGO'S, &c.

H. RUTTONEE,

No. 5, D'Aguilar Street,

Hongkong, 16th August, 1902. [2204]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

on

TUESDAY,

the 19th AUGUST, 1902, at 2.30 P.M., at his

SALES ROOMS, Queen's Road.

SUNDAY HOUSEHOLD FURNITURE,

PICTURES, CHINA VASES and ORNAMENTS, TWO PIANOS, TWO BICYCLES,

and ONE RICKSHA:

Also

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TERMS OF SALE—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 16th August, 1902. [2206]

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Among other features of interest the book will contain the Text of the Convention, Climatic Statistics, a Historical Sketch of the Chino-Japanese War, its relation to Weihaiwei, and a specially contributed survey of the career of the 1st Chinese Regiment.

Orders should be placed with the publishers.

Price ... \$1.00

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Shanghai, 11th August, 1902. [2205]

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Hongkong, 16th August, 1902. [2199]

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The Health of Hongkong.

Marine Island.

The Terrible New Record.

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Daoo in North Siam.

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MAP OF EASTERN CHINA

MAP OF YOKOHAMA AND HYOGO

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MAP OF FOREIGN CONCESSION, SHANGHAI

NEW PLAN OF HONGKONG (SHANGHAI) WITH

Inset Showing the EXTENDED TERRITORY

LARGE PLAN OF THE CITY OF VICTORIA

MAP OF KOWLOON

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NEW PLAN OF SAIGON

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Convention, 1860; Rules for Joint Investigation of Customs Duties, 1869; Chefoo, 1876; with Additional Article; Opium Convention, 1886; Chongking Convention, 1891; Tibet Silkfin Convention, 1890; Burnside Convention, 1897; Kowloon Extension, 1898; Weihaiwei Convention, 1898.

France—Tientsin, 1858; Convention, 1860; Tientsin, 1863; Conventions, 1868, 1872, and 1895; Free Trade Regulations.

United States—Tientsin, 1859; Additional

1868; Peking, 1860; Immigration, 1894.

Germany—Tientsin, 1861; Peking, 1880.

Kincoan Convention, 1868; Railway and Mining Concessions, 1868.

Japan—Shimonoseki, 1859; Lioutong Con-

vention, 1895; Commercial, 1896; New Ports, 1896.

Russia—St. Petersburg, 1881; Russian Land

Trade, 1881; Port Arthur and Takuwan

Agreement, 1888.

Portugal, 1888.

FINAL PROTOCOL made between China and Eleven Powers, 1901.

TREATIES WITH JAPAN

Great Britain, 1894; Diodus Convention, 1895;

Burma, Agreements as to Corea; United States Extratradition Treaty, 1886.

TREATIES WITH COREA

Japan, 1878; Japan, Supplementary, 1878;

United States, 1882; Great Britain, 1895

Trade Regulations.

TREATIES WITH SIAM

Great Britain, 1856; France, 1893; Japan, 1893

Burma, 1895.

Great Britain and France, Siamese Frontier.

Great Britain and Russia, Railway Convention,

1890.

Great Britain and Siam, 1899.

CUSTOMS TARIFFS

TRADE REGULATIONS

LEGAL DOCUMENTS

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1877, 1878, 1881, 1884, 1884, 1886, 1888;

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It was years ago universally pronounced to be the cheapest work of the kind anywhere published, and although very much enlarged and improved in every way, the price in silver is now greatly below the equivalent of £1 5s., at which it was originally published.

The CHRONICLE and DIRECTORY, although printed in smaller type than formerly and condensed in every possible manner, contains every year more pages.

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YOKOHAMA Messrs. Kelly & Walsh, Ltd.

PUBLISHED BY SPECIAL ARRANGEMENT.

**THE SEVEN SECRETS,**

BY WILLIAM LE QUEUX

(Author of "Purple and Fine Linen," "White Fiddler's Wife," "The Court of Honour," "If Sinners Entice Thee," &c. &c.)

[COPYRIGHT.]

**CHAPTER VIII.**

AMBLER JEVONS IS INQUIRATIVE.

People were about me the whole time. Hence I had no opportunity of re-examining the little object I had picked up from the spot where the murderer must have stood.

When morning dawned two detectives from Scotland Yard arrived, made notes of the circumstances, examined the open window in the conservatory, made a few who remarks, and closely scrutinized the dagger in the hall.

Ethelwyna had taken herself to a friend in the vicinity, accompanied by the nurse and the cook. The house was now in the possession of the police, and already it had become known in the neighbourhood that old Mr. Courtney was dead. In all probability, early yesterday morning, he had noticed his visitor was a man of some note, and had excited public curiosity. I hoped that Ambler Jevons would not delay, for I intended that he should be first in the field. If ever he had had a good mystery before him this certainly was one. I knew how keen was his sense for clues, and how carefully he worked when examining the police to get at the bottom of any such affair.

He came a little after nine in hot haste, having driven from Hammerton in a cab. I was upstairs when I heard his deep cheery voice crying to the inspector from Scotland Yard.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections, commencing from Green Island. Vessels anchoring nearest Kowloon are marked *K.*, nearest Hongkong *A.*, midway between Hongkong and Kowloon *m.*, and those vessels berthed at the Kowloon Wharf *K.W.*, together with the number denoting the section.

1. From Green Island to the Harbour Master's
2. From Harbour Master's to Blake Pier.

3. From Blake Pier to Naval Yard.
4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & RD.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., via PORTS OF CALL	BALLAARAT	Brit str.	2 m.	R. A. Peters	P. & O. S. N. Co.	To-day, at Noon.
LONDON, VIA SUEZ CANAL	GENTURRET	Brit str.	2 m.	R. Webster	MCGREGOR BROS. & GOW	To-day.
LONDON & ANTWERP	TELECHAKIS	Brit str.	2 m.	Potter	BUTTERFIELD & SWINE	On 20th inst.
LONDON & ANTWERP	BENGOL	Brit str.	—	—	BUTTERFIELD & SWINE	On or about 20th inst.
LONDON	DARDANUS	Brit str.	—	—	BUTTERFIELD & SWINE	On 9th September.
LONDON	DIOME	Brit str.	—	—	BUTTERFIELD & SWINE	On 16th September.
LONDON	JASON	Brit str.	—	—	BUTTERFIELD & SWINE	On 20th September.
LIVERPOOL DIRECT	PTERUS	Brit str.	—	—	BUTTERFIELD & SWINE	On 14th October.
MARSEILLES & LONDON	CANTON	Brit str.	—	—	BUTTERFIELD & SWINE	On 20th September.
MARSEILLES, LONDON, & ANTWERP, S.P.C. &c.	TAMBA MARU	Jap. str.	—	C. F. Lockstone, R.N.E.	P. & O. S. N. Co.	On 22nd inst., at Noon.
MARSEILLES, &c., via PORTS OF CALL	POLYNESIEN	Fren. str.	—	J. W. Wade	NIPPON YUSEN KAISHA	On 23rd inst., at Daylight.
BREMEN, VIA PORTS OF CALL	BAYERN	Ger. str.	2 m.	H. Bleeker	MESSENGERS MARITIMES	On 25th inst., at 1 P.M.
HAVRE, BREMEN & HAMBURG	C. FRED. LAFISZ	Ger. str.	2 m.	Fuchs	MELCHERS & CO.	On 20th inst., at Noon.
HAVRE & HAMBURG	KONIGSBERG	Ger. str.	2 m.	Mayer	HAMBURG-AMERIKA LINIE	On 10th September.
HAVRE & HAMBURG	RAMBOER	Ger. str.	—	Kirchner	HAMBURG-AMERIKA LINIE	On 23rd September.
HAVRE & HAMBURG	FEIREBURG	Ger. str.	—	Prosch	HAMBURG-AMERIKA LINIE	On 8th October.
HAVRE & HAMBURG	SILVIA	Ger. str.	—	Behrens	HAMBURG-AMERIKA LINIE	On 22nd October.
TRIESTE, &c., via SINGAPORE, &c.	CHINA	Ans. str.	2 m.	Sander, WIELKE & CO.	SANDER, WIELKE & CO.	To-day, p.m.
NEW YORK VIA PORTS & SUEZ CANAL	LENNOX	Brit str.	—	DODWELL & CO., LIMITED	DODWELL & CO., LIMITED	About 23rd inst.
NEW YORK VIA SUEZ CANAL	INDRAINI	Brit str.	—	S. J. G. Parsons	NIPPON YUSEN KAISHA	On 15th September.
NEW YORK VIA SUEZ CANAL	ASAMA	Brit str.	—	Hollingsworth	POETLAND & ASIATIC S.S. CO.	Quick despatch.
NEW YORK VIA SUEZ CANAL	SENICA	Brit str.	—	H. Fraser	NIPPON YUSEN KAISHA	On or about 18th inst.
NEW YORK VIA SUEZ CANAL	GLENROY	Brit str.	—	R. A. Peters	STANDARD OIL CO. OF NEW YORK	On 13th September.
NEW YORK VIA SUEZ CANAL	EMPEROR OF INDIA	Brit str.	—	O. P. Marshall, R.N.E.	MCGREGOR BROS. & GOW	On 27th inst., at Noon.
NEW YORK VIA SUEZ CANAL	TETAR	Brit str.	—	E. Bootham, R.N.E.	CANADIAN PACIFIC RAILWAY	On 10th September.
NEW YORK VIA SUEZ CANAL	TACOMA	Brit str.	—	Dixon	DODWELL & CO., LIMITED	On 23rd inst.
NEW YORK VIA SUEZ CANAL	BIJOUN MARU	Jap. str.	4 m.	K. Ohno	NIPPON YUSEN KAISHA	On 25th inst., at 4 P.M.
NEW YORK VIA SUEZ CANAL	IYO MARU	Jap. str.	—	F. J. Fox	DODWELL & CO., LIMITED	On 8th September.
NEW YORK VIA SUEZ CANAL	HYADES	Brit str.	—	H. Lehmann	POETLAND & ASIATIC S.S. CO.	On 12th September.
NEW YORK VIA SUEZ CANAL	INDRAUPA	Brit str.	—	A. L. Valentini	BUTTERFIELD & SWINE	On 18th inst.
NEW YORK VIA SUEZ CANAL	THINAN	Brit str.	—	T. Ogata	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
NEW YORK VIA SUEZ CANAL	KASUGA MARU	Jap. str.	—	T. Saito	STANDARD OIL CO. OF NEW YORK	On 20th inst., at Daylight.
NEW YORK VIA SUEZ CANAL	NIPPON	Adm. str.	—	G. Sakano	NIPPON YUSEN KAISHA	On 29th inst., at Noon.
AUSTRALIAN PORTS	CANDIA	Brit str.	—	F. Smith	SANDER, WIELKE & CO.	To-day, at Noon.
YOKOHAMA & KOBE	KAMARU MARU	Jap. str.	—	P. & O. S. N. Co.	On 22nd inst.	
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	KUMANO MARU	Jap. str.	—	H. Peteson	On or about 23rd inst.	
KOBE & YOKOHAMA	PARRAMATTA	Brit str.	—	E. W. Haswell	On 25th inst., at Noon.	
NAGASAKI, KOBE & YOKOHAMA	WHAMPOA	Brit str.	—	F. J. Fox	On 10th September.	
SHANGHAI	NINGPO & SHANGHAI	Brit str.	—	R. Rodger	On 24th September.	
SHANGHAI	TAMSUL, VIA SWATOW & AMOY	Brit str.	—	M. Yagi	On 25th inst., at 4 P.M.	
SHANGHAI	ANPING, VIA SWATOW & AMOY	Brit str.	—	E. J. Tadd	On 26th inst., at 3 P.M.	
SHANGHAI	FOOCHOW, VIA SWATOW & AMOY	Brit str.	—			
SHANGHAI	AMOY, SHANGHAI & CHINKIANG	Brit str.	—			
SHANGHAI	SWATOW, AMOY & TAMSUI	Brit str.	—			
SHANGHAI	AMOY & SHANGHAI	Brit str.	—			
ILLOIO (DIRECT)	DAIJIN MARU	Jap. str.	—			
MANILA	MAIDOURA MARU	Jap. str.	—			
MANILA	ANPING MARU	Jap. str.	—			
MANILA	CHINKIANG	Brit str.	—			
MANILA	HALONG	Brit str.	—			
MANILA	CHANGCHOW	Brit str.	—			
MANILA	DE LA RANA	Amr. str.	—			
MANILA	YUEN-SANG	Brit str.	—			
MANILA	ROSETTA MARU	Jap. str.	—			
MANILA	DIAMANTE	Brit str.	—			
MANILA	SUNGKIAN	Brit str.	—			
SINGAPORE, COLOMBO & BOMBAY	MINNE MARU	Jap. str.	—			
SINGAPORE, PENANG & CALCUTTA	LAISANG	Brit str.	—			

## SHIPPING.

## VESSELS ON THE BEETH

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"Ballaarat," Captain E. A. Peters carrying His Majesty's Mails, will be despatched from this for Bombay, on SATURDAY, the 16th August, at NOON, taking passengers and cargo for the above ports.

Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay by transhipment.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's bills of lading.

For further particulars, apply to

E. A. HEWETT, Superintendent.

Hongkong, 4th August, 1902.

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON VIA SUEZ CANAL.

THE Steamship

"Glenurit," Captain R. Webster, will be despatched as above to the 16th August.

For Freight, apply to

MCGREGOR BROS. & GOW.

Hongkong, 22nd July, 1902.

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Hongkong, 22nd July, 1902.

"GLENURIT."

## VESSELS ON THE BEETH.

## OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	OUTWARDS	TO SAIL
GLASGOW and LIVERPOOL	"PYRHUS"	On 26th August.	
GLASGOW and LIVERPOOL	"DIOMED"	On 28th August.	
GLASGOW and LIVERPOOL	"JASON"	On 3rd September.	
GLASGOW and LIVERPOOL	"NESTOR"	On 13th September.	
GLASGOW and LIVERPOOL	"MACHAON"	On 18th September.	
GLASGOW and LIVERPOOL	"LAISOF"	On 18th September.	
GLASGOW and LIVERPOOL	"ACHILLES"	On 25th September.	

FOR	STEAMERS	OUTWARDS	TO SAIL
LONDON and ANTWERP	"TELEMACHUS"	On 20th August.	
LONDON	"ANTENOR"	On 9th September.	
LONDON	"DARDANUS"	On 16th September.	
LONDON	"DIOMED"	On 30th September.	
LONDON	"JASON"	On 14th October.	
LIVERPOOL	"PYRHUS"	On 29th September.	

(Taking Cargo at London Rates) For Freight, apply to BUTTERFIELD & SWIRE, AGENTS, O. S. S. CO. 15 Hongkong, 13th August, 1902.

## CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
AMOY, SHANGHAI & CHINKiang	"CHINLIANG"	On 16th August.
SHANGHAI	"WHAMPOA"	On 17th August.
SWATOW, AMOY and SHANGHAI	"CHANGCHOW"	On 18th August.
NINGPO and SHANGHAI	"WU SUNG"	On 19th August.
MANILA	"SUNGKLIANG"	On 23rd August.

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried. Taking Cargo on through bills of lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through rates for New Zealand Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS. 12 Hongkong, 16th August, 1902.

## OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.  
STEAMERS LEAVING

TAMSUI, VIA SWATOW	"DAIJIN MARU"	SUNDAY, 17th
AND AMOY	T. OGATA	August.
TAMSUI, VIA SWATOW	"DAIGI MARU"	SUNDAY, 24th
AND AMOY	T. KITANO	August.
ANPING, VIA SWATOW	"MAIDZURU MARU"	WEDNESDAY, 20th
AND AMOY	T. SAITO	August.
FOOCHEW, VIA SWATOW	"ANPING MARU"	WEDNESDAY, 27th
AND AMOY	G. SAKANO	August.

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for first-class passengers, and a duly qualified doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered the highest class at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Tamsui to land all passengers and cargo.

OSAKA SHOSEN KAISHA.

For Freight, Passage, and further information, apply to THE MITSUI BUSSAN KAISHA, Agents. 15 Hongkong, 16th August, 1902.

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

SAILINGS FROM HONGKONG via SHANGHAI, INLAND PORTLAND, OREGON  
SEA OF JAPAN, MOJI, KOBE & YOKOHAMA FOR  
OPERATING IN OREGON RAILROAD & NAVIGATION CO

CONNECTION WITH THE  
STEAMSHIP TONS CAPTAIN HONGKONG.

"INDRAPUKA" 3,152 Hollingsworth August 18, 1902

"INDRASAMA" 1,150 Hollingsworth September 13, 1902

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Points. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, GENERAL AGENT.

Hongkong, 14th August, 1902. 41

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

THE Company's Steamship

"YUEN-SANG"

Captain P. H. Rolfe will be despatched as above on TUESDAY, the 17th inst., at Noon.

This Steamer has superior accommodation for First-class Passengers and is fitted throughout with Electric Light.

For Freight or Passage apply to JARDINE, MATTHESON & CO.

General Managers. Hongkong, 14th August, 1902. [2183]



TOYO KISEN KAISHA,  
(ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA.

THE Company's well-known Steamship

"ROSETTA MARU,"

3,876 Tons. Captain Tata will be despatched for MANILA on TUESDAY, the 19th inst., at Noon.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA,

Agents. Prince's Building, No. 1 House Street, Hongkong, 9th August, 1902. [16]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"LAISANG."

Captain E. J. Todd will be despatched as above on THURSDAY, the 19th inst., at 5 P.M.

For Freight or Passage, apply to JARDINE, MATTHESON & CO.

General Managers. Hongkong, 14th August, 1902. [2194]

REGULAR MONTHLY SERVICE FROM JAPAN, CHINA, HONGKONG AND SINGAPORE.

TO NEW YORK (via SUEZ CANAL).

The following Steamers will be despatched as above at monthly intervals, carrying Cargo at current rates:

PROPOSED SAILINGS FROM HONGKONG, S.S. "INDRANI," — 15th Sept., 1902.

S.S. "INDEAWADI," — Oct., 1902.

For Freight and further information, apply to JARDINE, MATTHESON & CO., Agents.

Hongkong, 15th August, 1902. [2180]

"BEN" LINE OF STEAMERS.

FOR LONDON AND ANTWERP.

THE Steamship

"BENGLOE."

Captain Potter, will be despatched as above on or about WEDNESDAY, the 20th inst.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 15th August, 1902. [2150]

BOSTON STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, via MOJI, KOBE AND YOKOHAMA

TO VICTORIA, B.C. AND TACOMA, in connection with NORTHERN PACIFIC RAILWAY CO.

Steamship. Tons. 1902

"HYADES" 3,733 12th September.

"LYRA" 4,200 4th October.

"SHAWMUT" 9,000 23rd October.

"REEMONT" 9,000 17th December.

Through Bills of Lading issued to Pacific Coast Points and to the Principal Cities in the United States and Canada.

For Rates of Freight and further information, apply to DODWELL & CO., LTD., General Agents.

Hongkong, 21st July, 1902. [2173]

"GLEN" LINE OF STEAMERS.

FOR NEW YORK via SUEZ CANAL

THE Steamship

"GLENROY."

Captain Selby, will be despatched as above on SATURDAY, the 13th September, 1902.

For Freight, apply to MCGREGOR BROS. & GOW.

Hongkong, 4th August, 1902. [2160]

## REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY TO CALL AT PHILIPPINE PORTS).

PROPOSED SAILINGS FROM HONGKONG.

"SENECA" — About 15th August.

For Freight and further information apply to STANDARD OIL COMPANY OF NEW YORK, Oriental Shipping Department, Agents.

Hongkong, 13th August, 1902. [2176]

## NOTICE TO CONSIGNEES

INDO-CHINA STEAM AVIATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's Steamship

"LAISANG."

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from along-side.

Cargo impeding the discharge or remaining on board after Noon, the 16th inst., will be landed at Consignees' risk and expense into Godowns at EAST POINT.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by JARDINE, MATTHESON & CO., General Managers.

Hongkong, 12th August, 1902. [2179]

## OCEAN STEAMSHIP COMPANY.

CONSIGNEES per Company's Steamer

"PROMETHEUS,"

are hereby notified that the Cargo is being discharged into Craft, and/or landed at the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd.; in both cases it will be left at Consignees' risk. The Cargo will be ready for delivery from Craft or Godown on and after the 15th inst.

Optional Cargo will be landed, unless notice has been given prior to steamer's arrival.

Goods undelivered after the 21st inst. will be subject to rent. All damaged Goods must be left in the Godowns where they will be examined at 11 A.M. on the 21st inst.

No Fire Insurance has been effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 15th August, 1902. [2180]

## NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.

FROM MIDDLESBOROUGH, ANTWERP, LONDON, ROTTERDAM, PENANG AND SINGAPORE.

THE Company's Steamship

"AWA MARU,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are

